

OVERVIEW OF AIRSPACE



IN THE
REPUBLIC
OF
KOREA

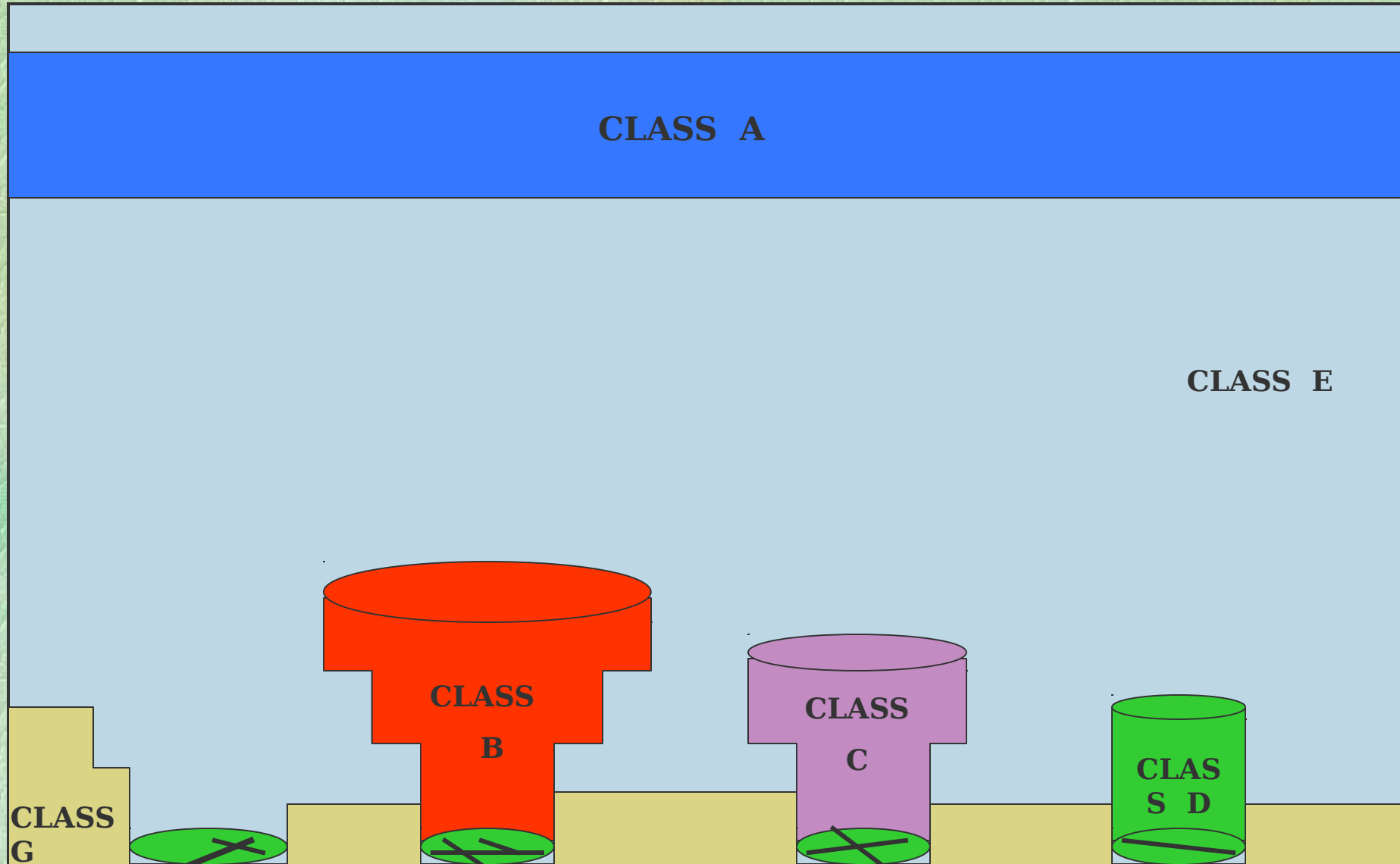
Purpose

**To provide an overview
of controlled,
uncontrolled and special
use airspace
encountered while
operating in the
Republic of Korea.**

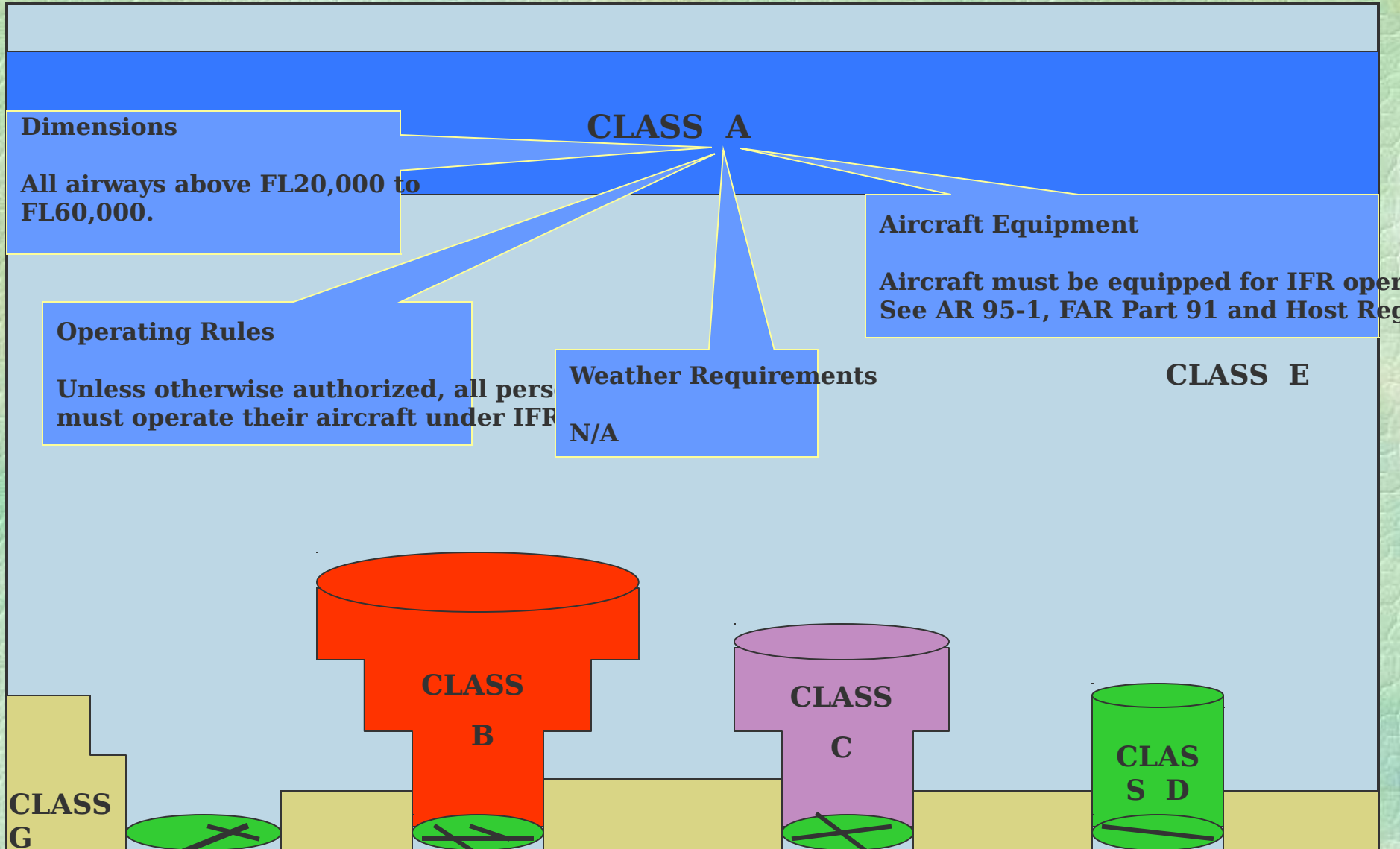
References

- **Eighth United States Army Reg 95-1 (EUSA Provisions, Flight Regulations and Training Guidance)**
- **UNC/CFC/USFK Reg 95-3 (Korean Tactical Zone (RK) P-518 Flight Procedures)**
- **UNC/CFC/USFK Reg 95-14 (Flight Information and Flight Following Services)**
- **ACC Reg 60-8 (Prevention of Inadvertent Overflight of Non-Friendly Borders)**
- **Local SOP's**
- **VFR ARRIVAL/DEPARTURE ROUTES KOREA**
- **AP3 (Area Planning-Pacific/Australia/Antarctica)**

AIRSPACE STRUCTURE



CLASS A



CLASS G

CLASS A

Dimensions

Airspace not designated as Class B, C, D or E
Below 700 feet above the surface of the earth.

Operations

VFR

Weather requirements according to FAR 95-1 and Host Regulations

Weather Requirements

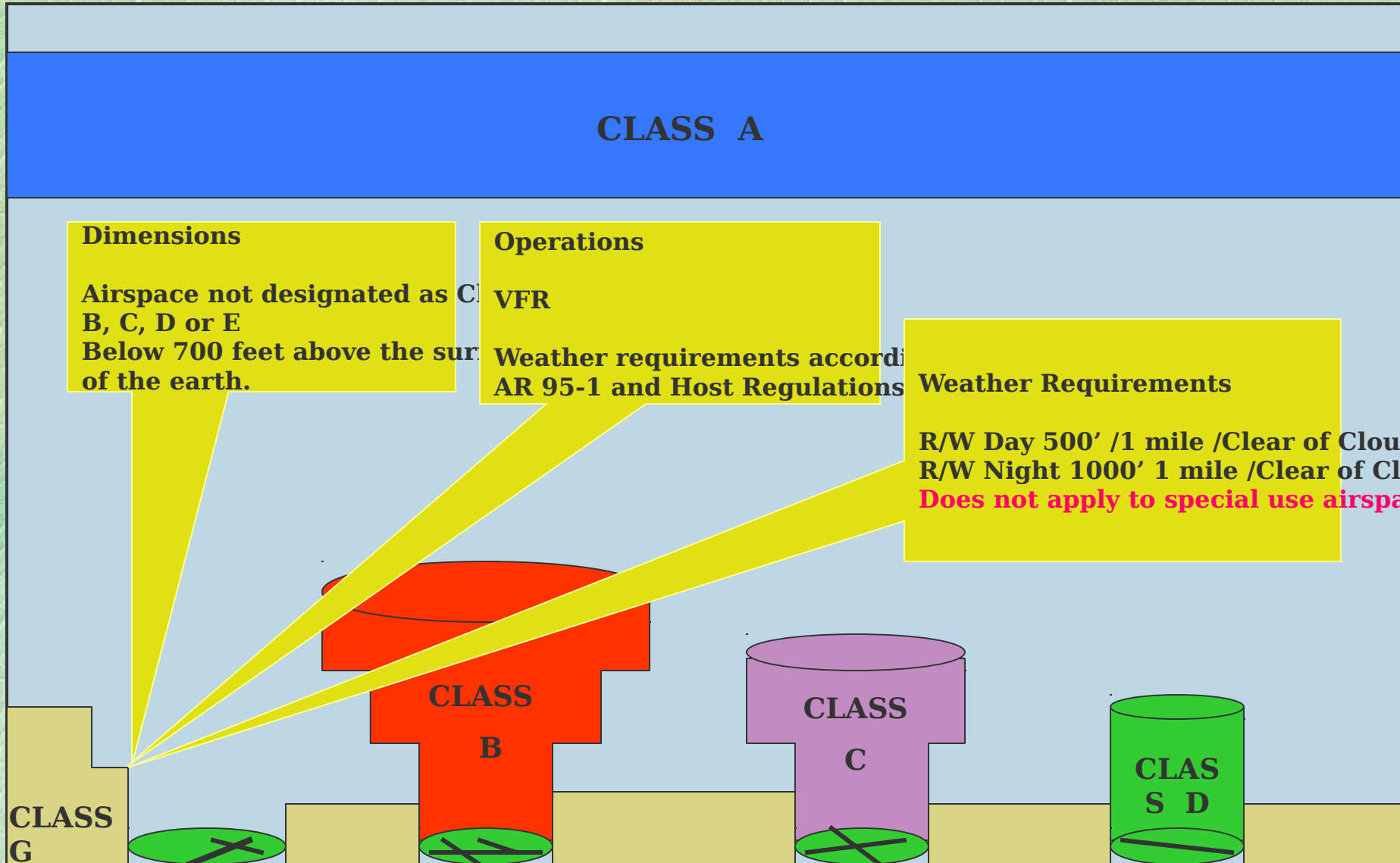
R/W Day 500' / 1 mile / Clear of Clouds
R/W Night 1000' 1 mile / Clear of Clouds
Does not apply to special use airspace

CLASS
G

CLASS
B

CLASS
C

CLASS
D



CLASS B

Dimensions

Generally, that airspace from the surface to 10,000 feet MSL surrounding the nations busiest airports in terms of IFR operations. Class B airspace is individually tailored to each airport and consists of a surface area and one or more layers.

Operations

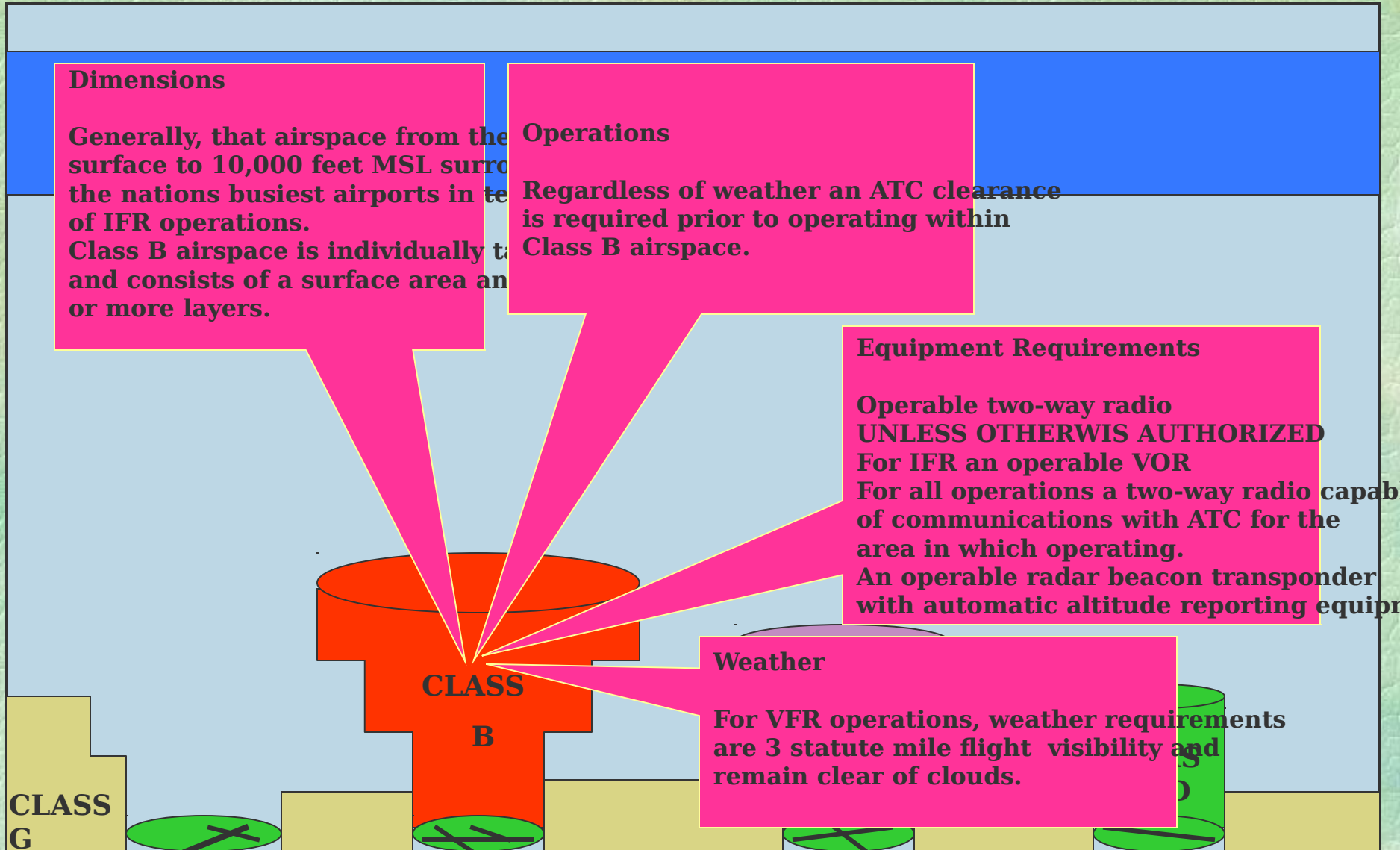
Regardless of weather an ATC clearance is required prior to operating within Class B airspace.

Equipment Requirements

Operable two-way radio
UNLESS OTHERWISE AUTHORIZED
For IFR an operable VOR
For all operations a two-way radio capable of communications with ATC for the area in which operating.
An operable radar beacon transponder with automatic altitude reporting equipment

Weather

For VFR operations, weather requirements are 3 statute mile flight visibility and remain clear of clouds.



Class B Airfields

DEPICTED IN GREEN



INCHON / KIMPO INT CLASS B

Inchon
SFC - 10K

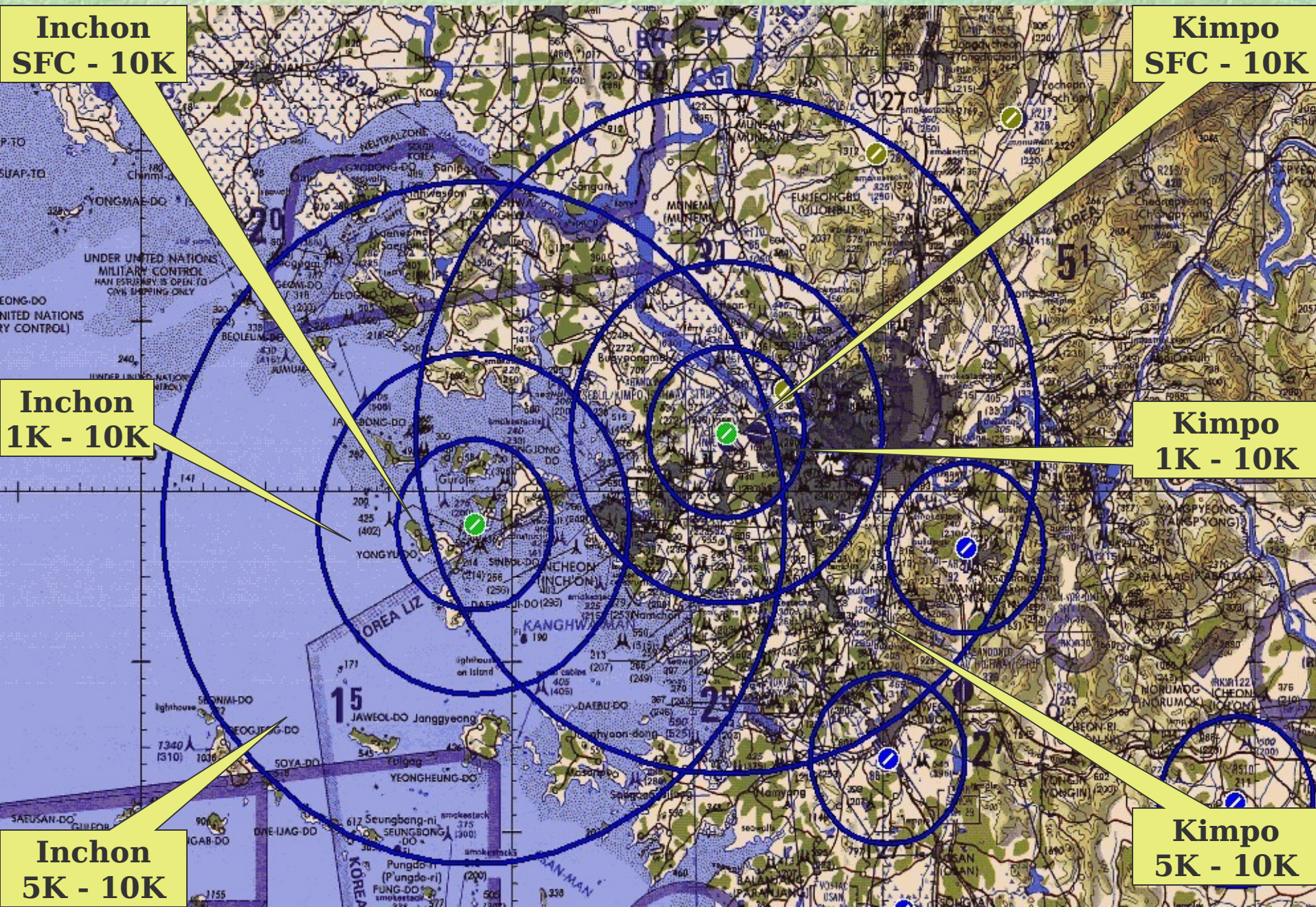
Kimpo
SFC - 10K

Inchon
1K - 10K

Kimpo
1K - 10K

Inchon
5K - 10K

Kimpo
5K - 10K



CLASS C

Dimensions

Generally, that airspace from the surface to 4,000 feet AGL (But depicted in MSL)
Surrounding those airports with an operational control tower and have a certain number of IFR operations. Although the Class C airspace area is individually tailored, it usually consists of a 5NM radius core, and a 10NM radius shelf which extends from 1,200 feet to 4,000 feet above the airport elevation.

Operations

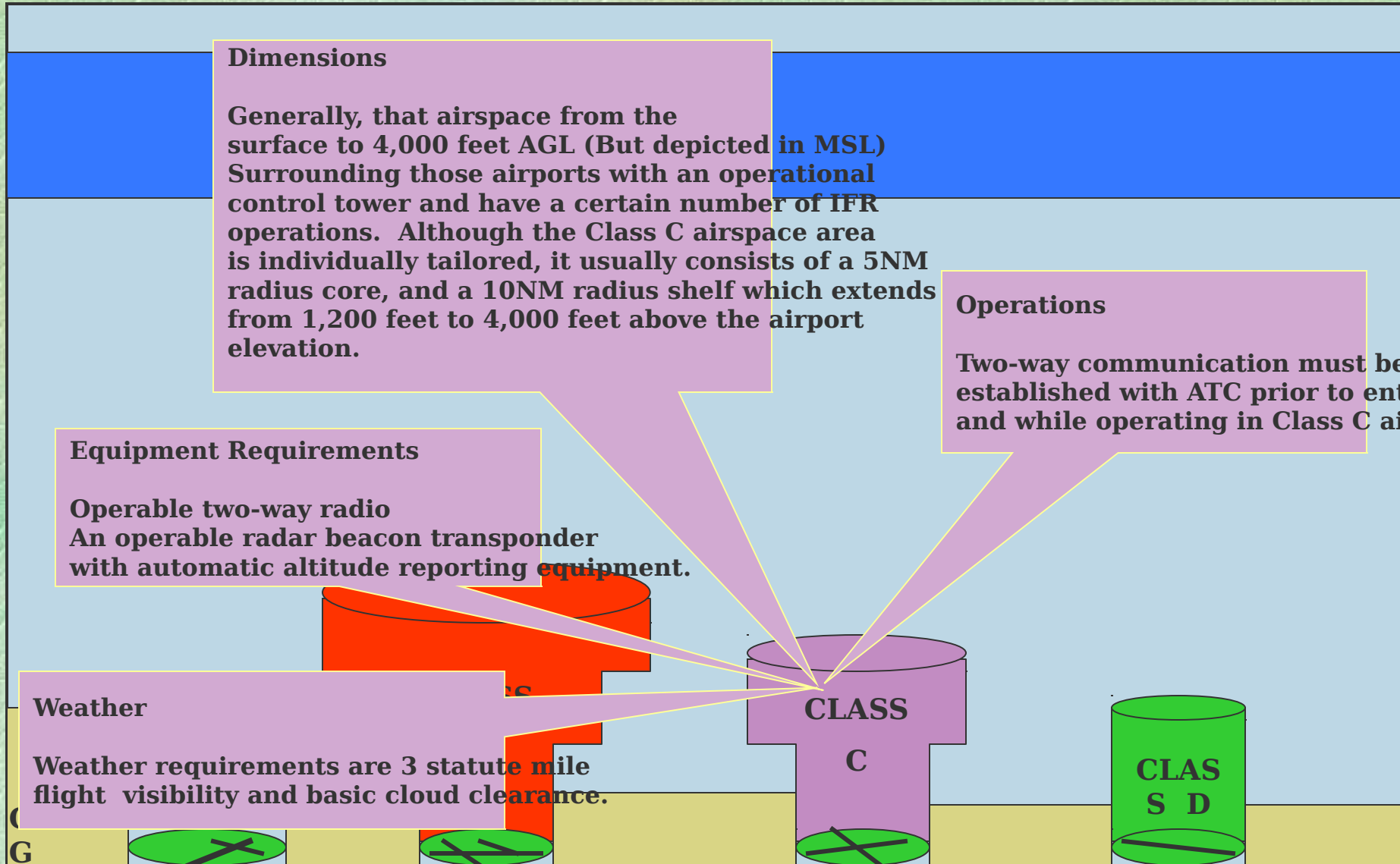
Two-way communication must be established with ATC prior to entering and while operating in Class C airspace.

Equipment Requirements

Operable two-way radio
An operable radar beacon transponder with automatic altitude reporting equipment.

Weather

Weather requirements are 3 statute mile flight visibility and basic cloud clearance.



CLASS C AIRFIELDS

DEPICTED IN BLUE



CLASS D

Dimensions

Generally, that airspace from the surface to 2,500 feet AGL (But depicted in MSL) Surrounding those airports with an operational control tower. Class D airspace is individually tailored when instrument procedures are published.

Weather

Weather requirements are 3 statute flight visibility and basic cloud clear

Equipment Requirements

Operable two-way radio

Operations

Two-way communication must be established with ATC prior to entering and while operating in Class D airspace.

CLASS E

CLASS

C

CLAS
S D

G

CLASS D AIRFIELDS

**DEPICTED IN OLIVE
GREEN**



CLASS E

Dimensions

Controlled airspace from 700 feet above the surface of the earth to unlimited except Class A, B, C, and D.

Operating Rules

No specific requirements.

Weather Requirements

Less than 10,000 feet MSL 3 statute mile flight visibility with basic cloud clearance.
At or above 10,000 feet MSL 5 statute mile flight visibility with cloud clearance of 1,000 feet below, 1,000 feet above and 1 statute mile horizontal.

CLASS E

Transition Areas

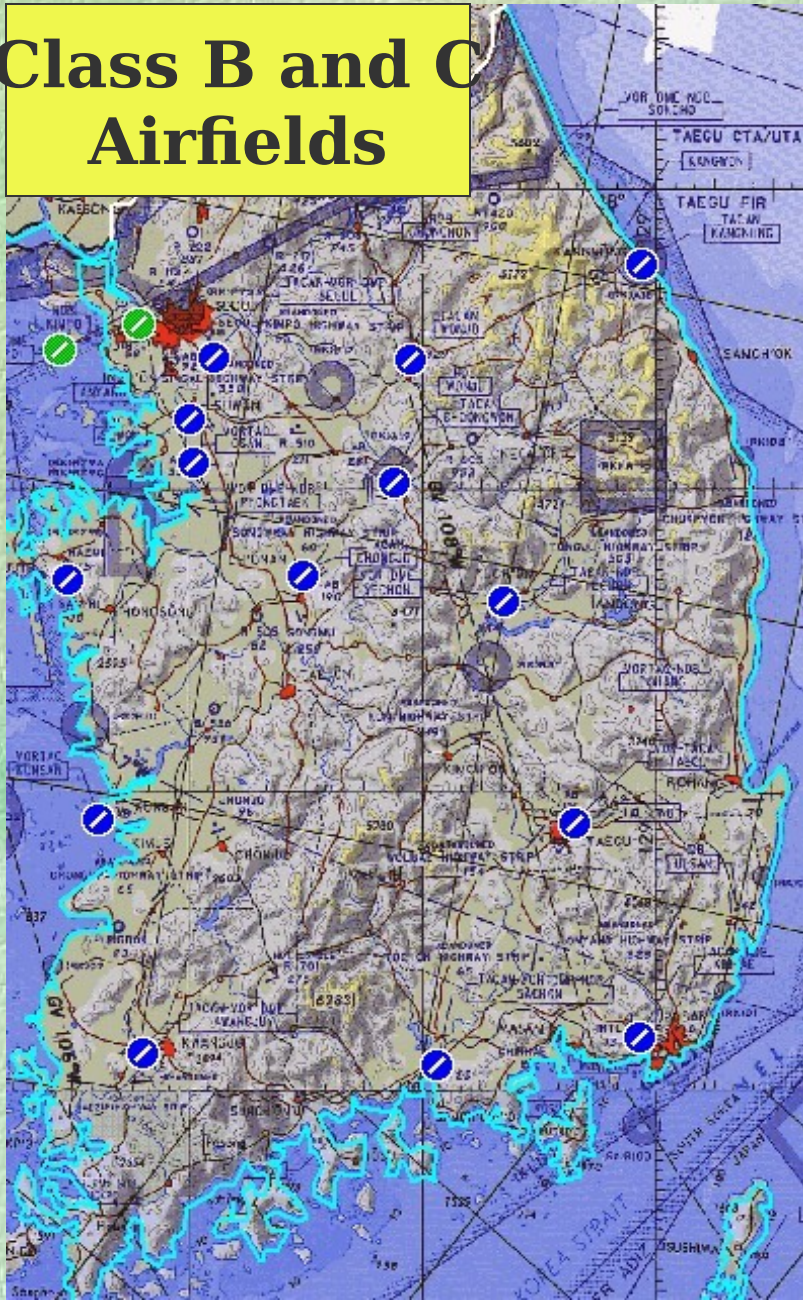
Class E airspace may be further lowered to begin at either 700 or 1,200 feet AGL. This provides controlled airspace for transitioning to/from the terminal or en-route environment.

CLASS G



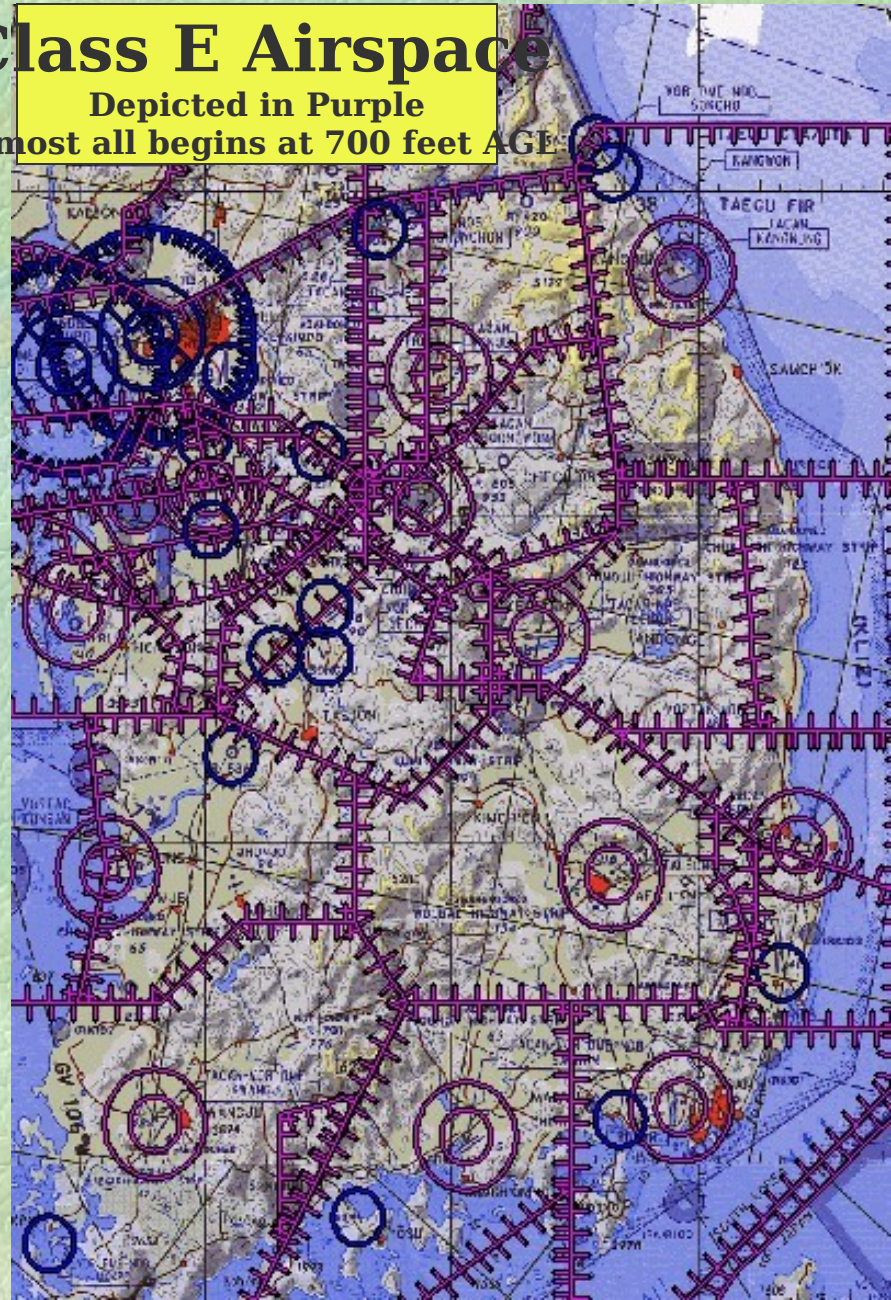
KOREAN AIRSPACE

Class B and C Airfields



Class E Airspace

Depicted in Purple
Almost all begins at 700 feet AGL



REVIEW

- 1. The airspace structure in Korea consist of :**
 - a. Class A,B,D,E and F airspace**
 - b. Class A,B,C,D,E and F airspace**
 - c. Class A, B, C, D, E, and G airspace**

- 2. Class A airspace is designated from:**
 - a. 18,000' - 60,000 feet**
 - b. 19,000' - 60,000 feet**
 - c. 20,000' - 60,000 feet**

- 3. To operate in class A airspace cloud clearance requirements are:**
 - a. Clear of Clouds**
 - b. 5 Statute miles, 1,000' above and 1,00'below**
 - c. 1 Statute mile horizontal visibility**
 - d. N/A**

REVIEW

4. Class G airspace is that:

- a. Not designated A,B,C, D or E**
- b. That found at 700' and below**
- c. Both a and b**

5. To operate in class B airspace one must have and ATC clearance, an operable two way radio, an operable transponder and a VOR for IFR operations.

- a. T**
- b. F**

6. VFR weather requirements to operate in class C airspace are:

- a. 3 statute mile visibility, cloud clearance of 500' below, 1,000' above and 2,000' horizontal**
- b. Clear of clouds, 500' below, 1,000' above and 2,000' horizontal**
- c. 3 statute mile visibility and clear of clouds**

7. Operations in class D airspace does not require an operable two way radio.

- a. T**
- b. F**

Airspace

- **Prohibited Areas**

Prohibited areas contain airspace of defined dimensions identified by an area on the surface of the earth within which the flight of aircraft is prohibited. Such areas are established for security or other reasons associated with the national welfare.

These areas are published and are depicted on aeronautical charts.

- **Restricted Areas**

Restricted areas contain airspace identified by an area on the surface of the earth within which the flight of aircraft, while not wholly prohibited, is subject to restrictions. Activities within these areas must be confined because of their nature or limitations imposed upon aircraft operations that are not a part of those activities or both. Restricted areas denote the existence of unusual, often invisible, hazards to aircraft such as artillery firing, aerial gunnery, or guided missiles. Penetration of restricted areas without authorization from the using or controlling agency

Special Use Airspace

- **Warning Areas**

A warning area is airspace of defined dimensions, and contains activity that may be hazardous to nonparticipating aircraft. The purpose of such warning areas is to warn nonparticipating pilots of the potential danger. A warning area may be located over domestic or international waters or both.

- **Military Operations Areas**

MOA's consist of airspace of defined vertical and lateral limits established for the purpose of separating certain military training activities from IFR traffic. Whenever a MOA is being used, nonparticipating IFR traffic may be cleared through a MOA if IFR separation can be provided by ATC. Otherwise, ATC will reroute or restrict nonparticipating IFR traffic.

Pilots operating under VFR should exercise extreme caution while flying within a MOA when military activity is being conducted. Prior to entering an active MOA, pilots should contact the controlling agency for traffic advisories.

MOA's are depicted on sectional, VFR Terminal Area, and Enroute Low Altitude charts.

Special Use Airspace

- **Alert Areas**

Alert areas are depicted on aeronautical charts to inform nonparticipating pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity. Pilots should be particularly alert when flying in these areas. All activity within an alert area shall be conducted in accordance with CFR's without waiver, and pilots of participating aircraft as well as pilots transiting the area shall be equally responsible for collision avoidance.

- **Controlled Firing Areas**

CFA's contain activities which, if not conducted in a controlled environment, could be hazardous to nonparticipating aircraft. The distinguishing feature of the CFA, as compared to other special use airspace, is that its activities are suspended immediately when spotter aircraft, radar, or ground lookout positions indicate an aircraft might be approaching the area. There is no need to chart CFA,s since they do not cause a nonparticipating aircraft to change its flight path.

PROHIBITED AREAS

P - 518

P - 73A/B

P - 112

P - 518

P - 73A/B

P - 112

Chung Hwa Dae Prohibited Area (RK) P-73

- Special VFR flight corridor surrounding city of Seoul consisting of 23 visual checkpoints
- Consists of three segments (P-73A/B/C)
- Special weather minimums
- Minimum corridor altitudes
- Flight violations monitored and reported immediately to EUSA Forward Command Center Seoul

Chung Hwa Dae Prohibited

P-73A

Surface to Unlimited
Cir rad 2.00 NM

Aircraft violating this airspace
without proper clearance will
be shot down.

P-73B

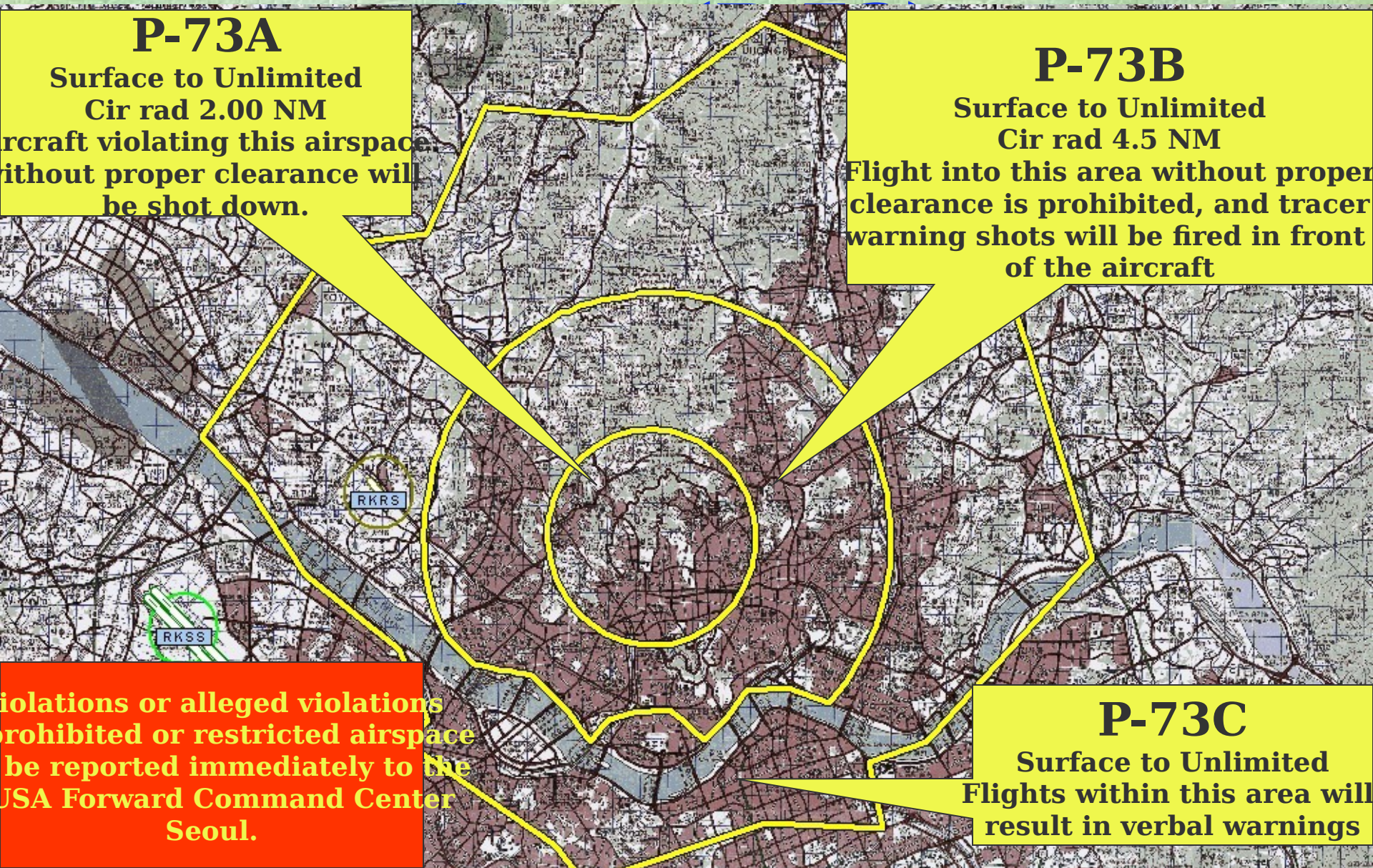
Surface to Unlimited
Cir rad 4.5 NM

Flight into this area without proper
clearance is prohibited, and tracer
warning shots will be fired in front
of the aircraft

P-73C

Surface to Unlimited
Flights within this area will
result in verbal warnings

Violations or alleged violations
prohibited or restricted airspace
be reported immediately to the
JSA Forward Command Center
Seoul.



UNC/CFC/USFK Reg 95-3

Establishes flight restrictions, procedures, and aviation training requirements to provide the United Nations Command (UNC), Republic of Korea - United States (ROK - US), Combined Forces Command (CFC), and United States Forces Korea (USFK), with control of flights at or below 600 feet above ground level (AGL) in the Korean Tactical Zone (RK) P -518, to include the Corridors and No-Fly areas.

Flights conducted predominantly above 600 feet AGL will comply with the provisions of Air Component Command (ACC)60-8.

(RK) P-518 Tactical Zone

P-518 The area bounded on the north by the MDL and on the south by a line connecting BG498707 to BG498768 to CG123694 to CH833039 to DH569141 to DH662260.

P-518 included the No-Fly area and is further broken down into six sectors.

Sectors Sierra, Tango, Victor, Whiskey, Xray and Yankee.

Korean Tactical Zone (RK) P-518 Flight Procedures

- **Training and Validation required**
- **Lost Communication and Disorientation**

If two way communication is lost the Pic will abort the mission, and on landing will notify the appropriate flight following facility.

If the aircrew cannot identify their exact position while in P-518 they will immediately turn to a heading of 150 to 170 degrees, notify the controlling agency and fly the selected heading until their exact position can be identified. (Time of turn, exact heading, time flown on heading and location of aircraft when exact position is verified will be carefully recorded.)

- **Altitude Restrictions**

Operations are normally conducted at or below 600 feet AGL. Momentary incursions above will be coordinated with the master control reporting center (MCRC). Coordination will be through Guardian Control or appropriate FOC/FCC.

(RK) P-518 Tactical Zone

(Cont)

•Equipment Requirements

An operational GPS

Two fully operational communication radios

FM (Mandatory)

UHF or VHF

Single ship fixed wing

Must have a fully operational TACAN with DME

Transponder with operating modes 2, 3, and U.S. only mode 4

Fully operational intercom system for all crew members

1:50,000 DMZ flight map with preprinted lines of the DMZ, NFL, tactical zones, NO-FLY area, and tactical zone sectors.

•Weather

RW 600' AGL and below: Day (500-1) Night (1000-3 unaided 1000-2aided)

Day (500-2 in corridors and No-Fly areas)

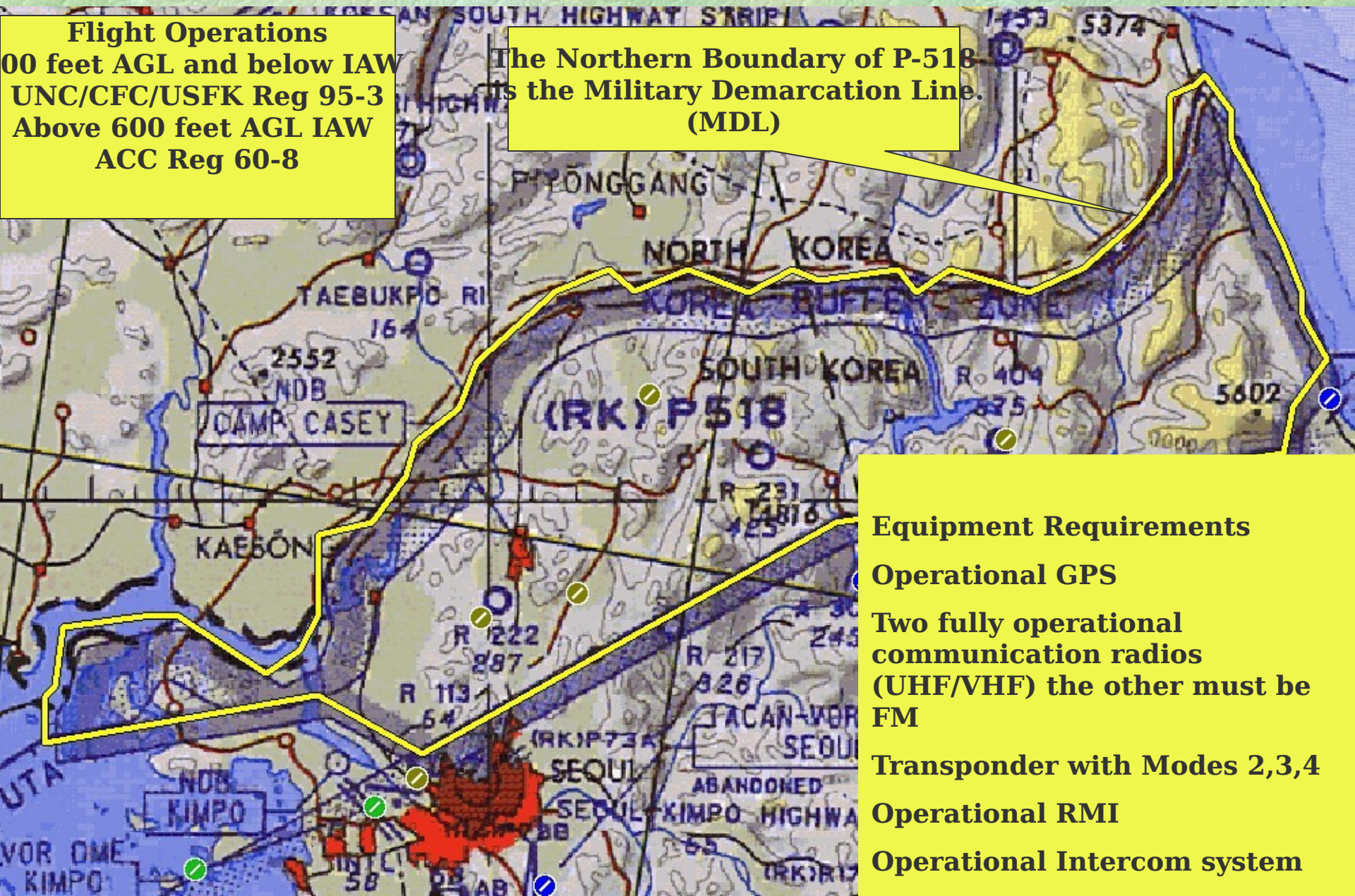
Night (1000-1 in P-518 exemption area)

(RK) P-518 Tactical Zone

Flight Operations

00 feet AGL and below IAW
UNC/CFC/USFK Reg 95-3
Above 600 feet AGL IAW
ACC Reg 60-8

The Northern Boundary of P-518
is the Military Demarcation Line.
(MDL)



Equipment Requirements

Operational GPS

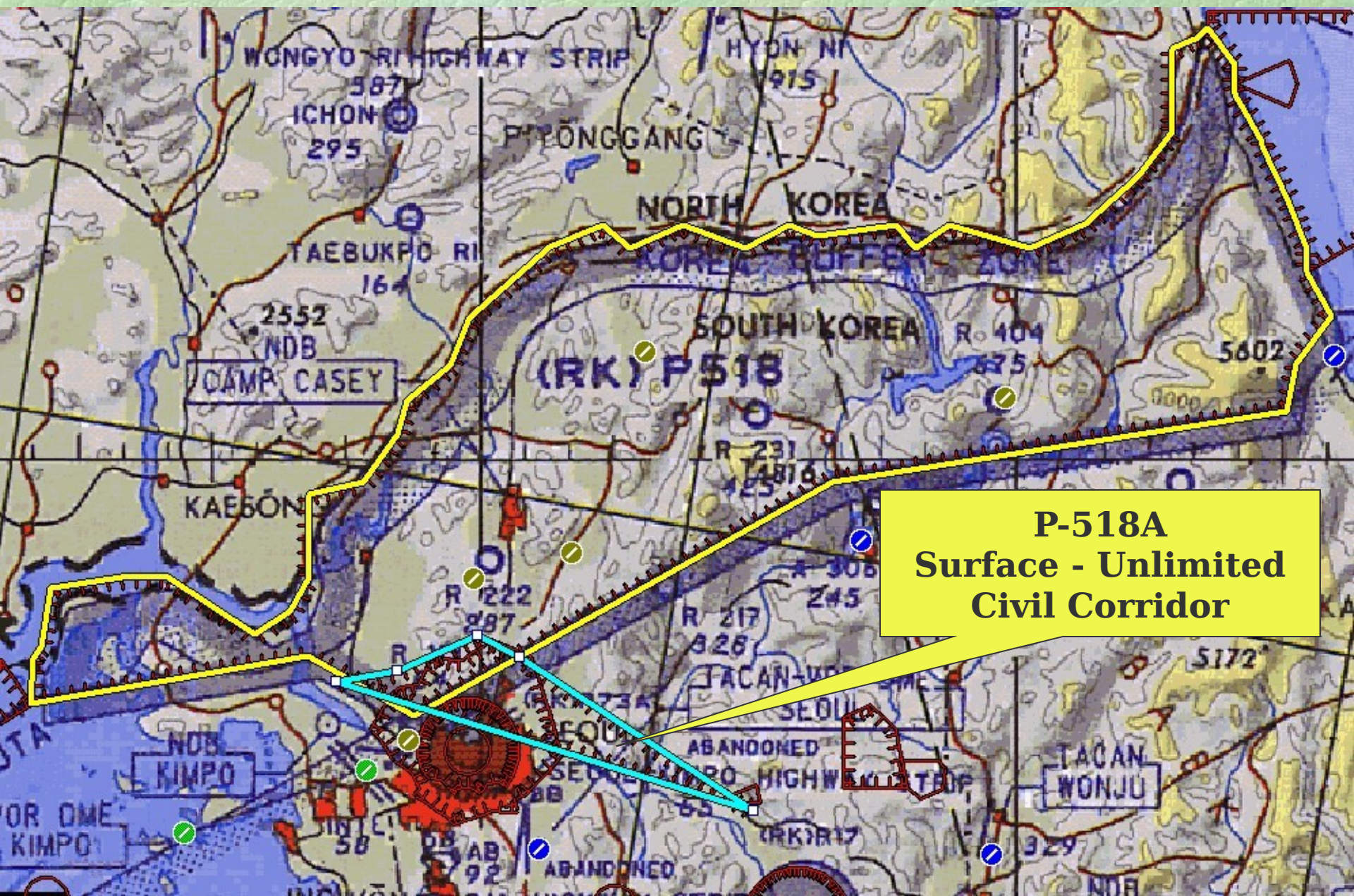
Two fully operational
communication radios
(UHF/VHF) the other must be
FM

Transponder with Modes 2,3,4

Operational RMI

Operational Intercom system

(P-518 and 518A)



Daejeon Prohibited Area

- Airspace controlled by Taegu ARTCC, MCRC and CRC
- Special transition procedures
- All transition requests maintained by Watchman
- Flight violations reported immediately to Command Center Seoul

NOTABLE RESTRICTED : **AREAS**

R-10 Maebong

R-17 Jeoju

R-35 Maesanri

R-79 Goonni Range

R-81 Nakdong

R-110 Pilseung

**For a listing of all areas please refer to
the AP3/A**

REVIEW

1. Special Use Areas include Prohibited, Restricted, Warning, Controlled Firing Areas and Military Operations Areas, but does not include Alert Areas.

a. T

b. F

2. UNC/CFC/USFK Reg 95-3 applies to Korean Tactical Zone P-518 Flight Procedures for both flight above and below 600' AGL.

a. T

b. F

3. Restricted Areas in the Republic of Korea can be found in the DOD Flight Information Publication AP/3.

a. T

b. F

4. The northern most boundary of P-518 is the southern fence line of the DMZ.

a. T

b. F